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SECURITY INFORMATION

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THIS IS UNEVALUATED INFORMATION

- 25X1 1. On 28 September 1951, RFT Funkwerk Koepenick VEB (Berlin-Koepenick, Wendenschloss-Strasse 145/158) reported to the DDR Seehydrographischer Dienst (Berlin-Baumschulenweg, Rodelbergweg). Koepenick's report, on their production and development of marine apparatuses, was marked for the attention of Maury. The following paragraphs contain everything of interest from Koepenick's report.

2. Emergency alarm apparatus (Notruf-Alarmanlagen). These consist of:
- a. SOS transmitter
 - b. automatic alarm receiver
 - c. emergency receiver (Havarie receiver)

Development work had been finished. Ten items (pilot series) to be ready for delivery by IV/51. Price c. 8,350 DM East.

3. Frame directional apparatus. (Rahmenpeil-Anlage). These consist of:
- a. directional receivers
 - b. directional frames with shaft and drive (Schaft und Antrieb).

Development work had been finished. Thirty items (pilot series) to be ready for delivery in IV/51. In 1952, it was planned, Koepenick should only make (b) above; (a) would be made by RFT Funkwerk Zittau-Olbersdorf VEB (Zittau-Olbersdorf/Sa., Echostr. 263. Formerly Siebt & Co.). Price: c. 8.750 DM East.

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4. All wave receivers.

Development work was finished: Twenty items (pilot series) to be ready by IV/51. A further 200 items were being made by the "Elektromechanische WerkstaettenDabendorf". Price: c. 6,300 DM East.

5. Life-boat stations (Rettungsbootstation).

Development work was finished. Before a pilot series could be planned, the apparatus had to be tested. It was expected that this would take place soon after the report was written, and at Wismar. The pilot series would then depend on the outcome of these tests and on the Soviet building inspection control (Bau-Aufsichtsleitung); the latter had allotted the task and not yet accepted the model as fit to go into production.

6. 200 watt transmitters.

Such an apparatus was neither developed nor produced by Koepenick. They had only, in 1950, altered several Lorenz Wehrmacht apparatuses, increasing their power to 200 W. These apparatuses had been given to them by the Soviet building inspection control.

7. Echo-sounding apparatus (Echolot mit Echograph).

An echo-sounding device, operating at the maximum depth of 1,200 meters, was still under development at Koepenick. It was expected that the development work would be finished by II/52. The echo-sounding device has an echograph divided into four ranges: 0-10 m., 0-400 m., 400-800 m., 800-1,200 m. Working frequency of the apparatus: 30 KHz. Delivery of this apparatus probably cannot be made before III or IV/52.

8. Further apparatus.

	State of development	Pilot series No. of items	Ready by
Helm position indicators (Ruderlagenanzeigeanlage)	Finished	17	IV/51
Engine telegraph apparatus	Practially finished	5 twin sets for twin-screw ships	IV/51
Patent logs (Fahrtmess- anlage)	Finished	10	IV/51
Revolution counter distance recorders	Finished	24 (2 to each twin-screw ship)	IV/51

A special middle frequency transformer, 110 V, 500 Hz c. 1.2 KW, has been designed and produced for the above; this work has been done by VEM Elektromotorenwerk Berlin VEB (Berlin-Weissensee) on behalf of RFT Koepenick.

9. Gyro compasses (Kreiselkompass-Anlage).

- a. RFT Koepenick had been experimenting, on its own initiative, with the development of a gyro compass. It had worked out all the details itself and had received some money for the task from the State Planning Commission.

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- b. The apparatus has a master compass (Mutterkompass), master compass indicators (Toechtern), and appropriate registering equipment. The first master compass was nearly ready in September 1951.
- c. Koepenick hoped to finish the development work by mid-1952, to give the apparatus sea tests and begin production by the beginning of 1953.

10. Origin of the orders to Koepenick.

- a. Development of each of the apparatuses in paragraphs 2 - 6 above was carried out on the authority of the reparations orders received by Koepenick in 1949/50; these orders came from the Soviet building inspection control (SBA - Sowjet.Bauaufsichtsleitung), through the yards and TB Rostock. All technical details were worked out in Koepenick; RFT's ships' radio department then established liaison with Litvinov of the SBA concerning the Soviet requirements.
- b. At the time of writing its report, Koepenick was hoping that an imminent meeting of FUK-5 in Sassnitz (Feinmechanische Schiffsausruestung und Seebefeuerung) would decide on the fitting of ships with Koepenick's equipment, so that the latter could make its 1952 plans.
- c. Development work on the apparatuses mentioned in paragraphs 7 and 8 above was done on the authority of VVB RFT, Leipzig - Development Management. Technical data and conditions were worked out by Koepenick itself.
- d. Development of the first three devices mentioned in paragraph 9 was based on orders from German yards, 1950/51.

25X1 Comment: Technisches Buero.

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